

# FLEET FOCUS

## APSPAC detachment returns from deployment

ITC(SW/AW) David E. Mougín  
APSPAC Public Affairs

After six months away from the tropical breezes and beauty of Hawaii, nine Sailors of the Afloat Planning System Pacific (APSPAC) Detachment of the Constellation Battle Group (CONBATGRU) are glad to be back “home” in the islands.

For the “Archangels” of APS DET CONBATGRU, attached to the staff of Commander, Cruiser Destroyer Group One, Sep. 5th marked the end of both a personal and professional journey as they disembarked the aircraft carrier USS Constellation (CV 64) inport Pearl Harbor.

Their journey started in March, lasted 6 months, and brought them to one of the worlds ‘hot spots’ and back. During that time away from family, friends and familiar places, the team, along with the rest of the Connie crew, covered more than

55,000 nautical miles, visited 5 different ports, passed thru 15 time zones and spent 178 days away from home, with much of that time spent at sea working seven days a week.

Afloat Planning System Detachments are responsible for providing a unique mission of Tomahawk Land Attack Missile (TLAM) and Carrier Airwing support to both Theater and Battle Group Commanders.

Based at Camp H.M. Smith, and a component of Commander in Chief, Pacific Fleet (CINCPACFLT), APSPAC teams provide Battle Group commanders with a diverse range of cruise missile command and control functionalities. Among these is the capacity for Tomahawk mission planning, administration of Tomahawk mission databases and distribution of Tomahawk missions to combatant platforms. Additionally, by utilizing specialized equipment, the teams provide imagery analysis and aimpoint mensuration,

which have proven invaluable to a carrier airwing’s intelligence and strike planning.

The Detachment along with the entire Battle Group received numerous accolades for their ability to rapidly plan and execute complex response options, which were key to maintaining peace and regional stability during operations supporting Operation Southern Watch in the Arabian Gulf.

Led by Lts. Michael Patterson and Nolan Perry, team members embarked onboard Constellation inport San Diego and got underway on March 16. Ports of call visited were Sydney and Freemantle/Perth, Australia; Jebel Ali/Dubai of the United Arab Emirates; Singapore and Hong Kong. The Hong Kong stop was the first port visit there by an aircraft carrier in more than a year. They enjoyed their well-earned time in port by shopping, taking tours and sight-seeing, and enjoying each place for what they had to offer Sailors on liberty.

In the six-month period, all seven APS DET enlisted members achieved advanced warfare qualifications. Two of them, ITC(SW/AW) David Mougín and OS1(SW/AW) Francis Brown are now dual-designated in both surface and aviation warfare after earning their Enlisted Air Warfare Specialist (EAWS) designation. Others earning their Enlisted Surface Warfare Specialist (ESWS) designation were IS1(SW) Edwin Isburg, ET2(SW) Lance MacBlane, IT2(SW) Darnell Shegog, IS2(SW) Cedric Thomas and IT2(SW) Jason Clemons. Four of the team members also completed 7 courses for college credit during their off duty hours and between standing watches.

These milestones alone are something to be proud of; however, nothing can compare to that feeling of accomplishment and joy that comes at the end of a deployment and the familiarity of being “back home” with friends and loved ones once again in the land of Aloha.

## USS Asheville pays tribute to those who have gone before

USS Asheville Public Affairs

On Sept. 1, USS Asheville (SSN 758) visited the site of the WWII loss of its predecessor warship USS Asheville (PG 21). Patrol gun boat Asheville fell victim to an overwhelming enemy attack while traveling unescorted south of Java on March 3, 1942.

At sunset, submarine Asheville’s commanding officer, Cmdr. Kerry Ingalls, solemnly lowered a floral wreath into the warm waters of the Indian Ocean paying tribute to the 159 men entombed more than 2,000 fathoms below.

USS Asheville (PG 21) was commissioned on July 6, 1920. She served mostly as a unit of the Asiatic fleet in China and the Philippines. One of the few remaining ships in the Asiatic fleet following the Battle of the Java sea, she was ordered to retreat to Australia.

On March 3, 1942, USS Asheville (PG 21) and her crew raced south toward the safety of Australia before the enemy could detect her. She sailed unescorted, her progress hampered by engine trouble. She was to

prove quick work for the overwhelming enemy force that engaged her. After a 30-minute gun battle, during which she was severely outgunned, Asheville was ablaze and sinking. All but one of her 160-man crew died at the spot of the battle. The sole survivor never saw his home again, suffering a lonely death in an enemy prisoner of war camp.

“It has been 59 years since a warship named ‘Asheville’ steamed through these Indian Ocean waters, 240 miles south of Java,” said Ingalls. “As Americans, we value our patriotic heritage. As Sailors, we treasure the legacy of honor, courage, and commitment established by our predecessors. It is very appropriate that the United States Navy has seen fit to provide us the opportunity to visit this sacred spot, that we might, on behalf of all Americans, and especially on behalf of the patriot citizens of Asheville, N. C., express our appreciation and respect to the men who perished here,” said Ingalls.

“Those men are entombed 2000 fathoms beneath us. Their grave is unmarked, but they have left an indelible mark on

our hearts and on our national conscience. Their sacrifice was not in vain. Their bravery in the face of certain defeat is legendary and inspiring. Their unselfish service to country is undeniable. They played a vital role in the cause of freedom, which led to victory in World War II and to America’s continuing reign as the mightiest nation on the planet,” he added.

Ingalls pledged that he and his crew would never forget the sacrifices made by the original Asheville. “We lay a wreath today at their burial site as a token of remembrance and respect,” Ingalls. A brief wreath laying was followed by a hand salute and gun salvo.

Following the ceremony, the officer of the deck, Lt. Gregory Roach, quietly guided the submarine over the site of the loss of the patrol gun boat during the ceremony.

USS Asheville (SSN 758), the fourth ship to be named Asheville, was commissioned September 28, 1991 and is deployed to the Indian Ocean. Returning from operations off the Australian coast, she has recently completed bilateral exer-



U.S. Navy photo

**USS Asheville (SSN 758) visited the site of the WWII loss of its predecessor warship USS Asheville (PG 21) Sept. 1.**

cises with the Royal Australian Navy’s submarine force.

A twin wreath that sailed with submarine Asheville during the memorial service will be presented to the city of Asheville to commemorate the event. A certificate, video, photographs, and shell casings will accompany the wreath.

## Vice Adm. Nanos emphasizes ‘nuclear quality at commercial prices’

Marshall Fukuki  
Pearl Harbor Naval Shipyard and IMF

“Navy shipyards must have competitive rates compared to the best private shipyards if they want to survive in the future. And, those that can’t do that now have only a few years to improve to that level.” Vice Adm. Pete Nanos, Jr., NAVSEA Commander, shared that outlook with PHNSY and IMF managers at The Banyons club on Aug. 16, at the conclusion of “Corporate Day,” a daylong briefing on the status of the Shipyard.

“That’s where the benchmark is,” said Nanos, referring to the leading companies in the commercial shipbuilding and ship maintenance industry. “The buzzwords (for naval shipyards) are ‘nuclear quality at commercial prices.’” The nine-hour event had a two-fold purpose, in that the forum allowed the Shipyard to re-emphasize its support of the overall corporate strategy, while giving NAVSEA a chance to

both evaluate current direction and provide command guidance.

Senior managers from throughout the Shipyard, as well as customers and visitors from NAVSEA, were encouraged by the honest, “gloves off” assessment. Captain John Edwards, Commander, PHNSY and IMF said, “Significant time and effort was expended by our Shipyard managers and corporate visitors in order to make this event a valuable planning tool. Periodically removing ourselves from the daily routine to take a strategic look at where we are and where we need to go is essential for the health of the Shipyard.”

The briefing began with Vice Adm. Nanos firing off a series of tough questions and remarks. Most agreed that the animated discussions on a myriad of topics throughout the day will help Shipyard management align itself more completely with the NAVSEA corporate strategy. Any strongly worded comments, Nanos later explained, were designed to underscore

the necessity for naval shipyards to achieve and portray a competitive front.

“Public shipyards must be able to show they have a competitive rate for the same kind of work done in the private shipyard sector,” Nanos suggested.

“For PHNSY and IMF, that’s just an ERO (Engineered Refueling Overhaul) and DMP (Depot Modernization Period) away. Naval shipyards that aren’t cost-competitive with their private counterparts could be severely impacted,” he added.

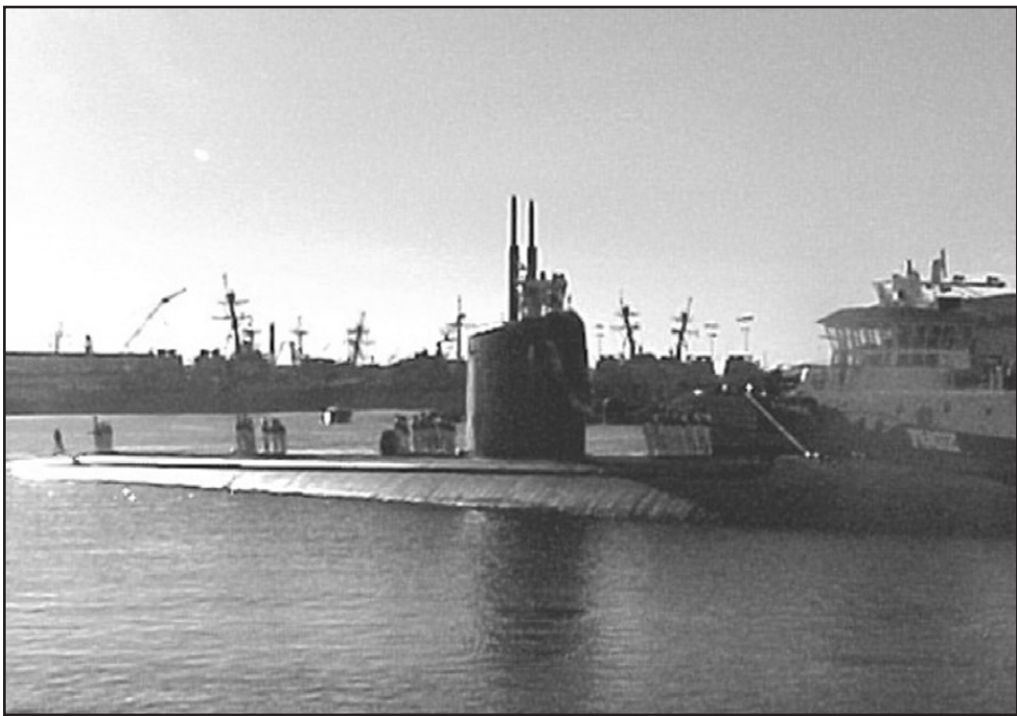
In addition to the spirited dialogue, the Shipyard and NAVSEA compiled a list of action items to complete and discuss at a follow-up meeting. Some of these items are:

- Develop and track business metrics that allow for comparison with shipyards in the private sector
- Complete the USS Topeka (SSN 754) DMP on time so as not to jeopardize the start of the USS Buffalo (SSN 715) ERO

- Improve acquisition and availability of waterfront material
- Continue to reduce the “footprint” of PHNSY and IMF by releasing excess land and buildings
- Increase the utilization of Dry Dock Number 4
- Allow employees to share in the savings generated by process improvements and successful availabilities by making best use of the Shipyard’s incentive award funds
- Investigate gaining certification of Sailors as journeymen

Capt. Edwards deemed the event both useful and successful. “This Corporate Day provided important validation of our ongoing improvement initiatives and focus for future efforts, particularly in the competitive business area,” he commented. “The task before us is to take the direction and recommendations provided, develop implementation plans and drive them to meaningful results.”

### Santa Fe returns home



SUBPAC file photo

**USS Sante Fe (SSN 763), a Pearl Harbor-based fast-attack submarine recently returned from a six month deployment to the Western Pacific (WESTPAC). Highlights from the deployment include port visits to Singapore, Hong Kong, Bahrain, Chinhae Republic of Korea, Diego Garcia, and Yokosuka and Sasebo Japan.**

### NAVY HISTORY

## This week in naval history

- Sept. 17, 1787:** The Constitutional Convention, called to organize a stronger federal government for the United States, approves the Constitution that is submitted to the individual states for ratification. Among the powers to be specifically vested in the new government is “to provide and maintain a Navy.”
- Sept. 18, 1899:** During an insurrection in the Philippines, Navy ships, consisting of the monitor Monterey; the cruisers Baltimore and Charleston; the gunboat Concord; and the transport Zafiro, shell and seize the insurgent positions at Olongapo. The Navy then secures control of Subic Bay on the West Coast of Luzon.
- Sept. 19, 1915:** The first shots of the Haitian intervention are fired when a Marine Corps patrol from Gonaives skirmishes with about 75 Haitian bandits, known as “cacos.”
- Sept. 20, 1983:** President Ronald Reagan announces that U.S. Marines, Sailors and soldiers will return to Beirut, Lebanon, in a peacekeeping mission to assist the Lebanese government in retaining control of the city.
- Sept. 21, 1944:** Aircraft from the three carrier task groups of Vice Adm. Marc A. Mitscher’s Task Force 38 deliver devastating attacks on Japanese airfields and shipping at Luzon in the Philippines.
- Sept. 22, 1966:** The Navy Mine Force suffers its first casualties when two minesweeping boats come under attacks from North Vietnam on the Long Tau River. One crewman is killed and 11 are wounded by a hit on the pilothouse of MSB 14, a minesweeping vessel.
- Sept. 23, 1873:** The screw steamer Pensacola and the screw sloop Benicia land 100 Sailors in the Colombian province of Panama during revolutionary disturbances.

Visit <http://www.history.navy.mil> for more information about the Naval Historical Center and naval history.